

# ***U.S. Section PIANC Annual Meeting***

## ***Container-On-Barge Transport: Implications for Navigation Infrastructure***



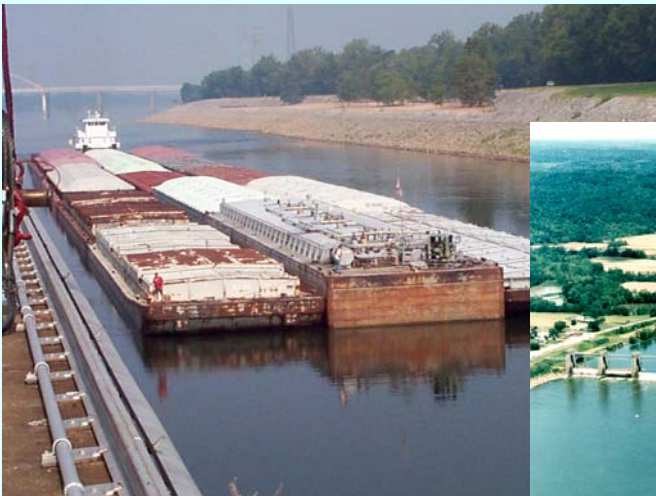
***20 October 2004***

***Michael F. Kidby***



# Corps Navigation Mission

**Provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, for national security needs, and for recreation.**










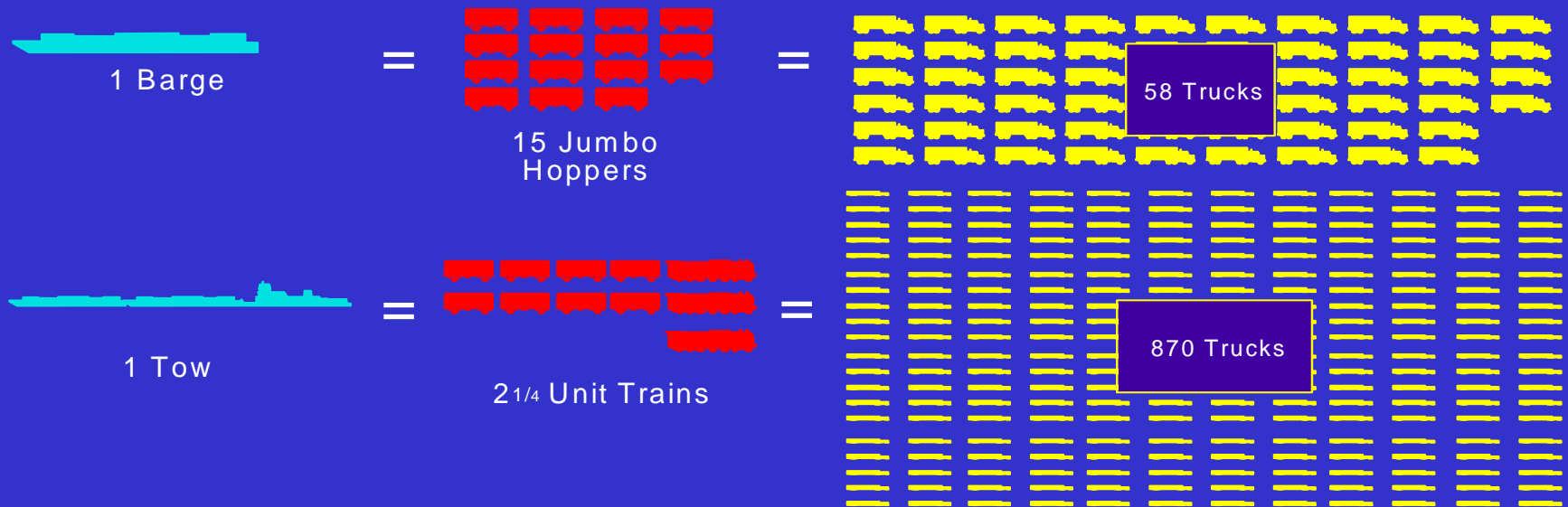
# U.S. Inland Waterway System





# Alternate Transportation Mode Comparison

				
Barge 1500 Ton 52,500 Bushels 453,000 Gallons	15-Barge Tow 22,500 Ton 767,500 Bushels 6,804,000 Gallons	Jumbo Hopper Car 100 Ton 3,500 Bushels 30,240 Gallons	100 Car Unit Train 10,000 Ton 350,000 Bushels 3,024,000 Gallons	Large Semi 26 Ton 910 Bushels 7,865 Gallons



Equivalent Lengths



1/4 Mile  
15 Barge Tow



2 3/4 Miles  
2 1/4 Unit Trains



34 1/2 Miles  
Assuming 150 Ft. Between Trucks



# **Consider Container-On-Barge (COB) Movements**

---

**“Any improvement in the transportation modal network that will increase a “mid-west” based company’s competitive price position is certainly worth investigation. Export transportation costs (we must ship via land to NY, FL, or WA to get to the water) have required us to decrease our product’s export price in order to “get the deal”. If the transportation costs were lower, our exports would increase dramatically.”**

**Northeast Ohio Logistics Forum, May 2003**



# COB

## Columbia-Snake Inland Waterway

---





# Refrigerated COB

## Columbia-Snake Inland Waterway

---





# Implications of COB to the Corps

---

- **Beneficiaries of COB:** Anyone who buys consumer goods, drives on congested highways, or breathes air.
- **Critical to the success of COB is a RELIABLE lock, dam and channel network.** The investment in system-wide maintenance would need to reverse declines in service through more certain O&M funding.
- **Using existing barges for COB could result in more efficient and effective use of smaller lock chambers at projects where two chambers are available.**





# Implications of COB to the Corps (cont'd)

---

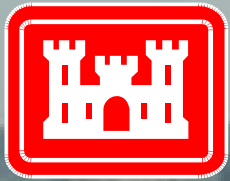
- Corps and stakeholders could hold workshops and sponsor demonstration projects to evaluate and assess COB feasibility and demand.
- Any new technology such as self-propelled container barges would have to operate SAFELY within the existing waterways (locks, dams, bridges, other commodity movements, etc.) and during high and low water periods. This may required new Corps channel design criteria. What is the most efficient channel design for the new barge fleet?



# **Safety Concern: Compatibility**

## **With Existing Traffic and Infrastructure**





questions?